

**CALIFORNIA HIGH-SPEED RAIL AUTHORITY
MEETING MINUTES**

**FEBRUARY 17, 1999
LOS ANGELES, CALIFORNIA**

The meeting of the California High-Speed Rail Authority was called to order at 9:10 a.m. on February 17, 1999 at the Los Angeles Airport Marriott, Los Angeles California.

The Authority Members attendance was as follows:

Members Present: Michael Tennenbaum, Chairman
 Edward Graveline, Vice Chairman
 Donna Lee Andrews
 Dr. Ernest Bates
 Jerry Epstein
 John Fowler
 William Leonard
 Jim Mills
 T. J Stapleton

1. Approval of Minutes for January 20, 1999 Meeting.

Vice Chairman Graveline presented the minutes for approval. Chairman Tennenbaum moved to approve the minutes. Member Bates seconded the motion which carried 9-0.

2. Members Report

Chairman Tennenbaum introduced and welcomed new member Donna Lee Andrews. Member Jim Mills discussed his meeting with the Amtrak Board of Directors.

3. Executive Directors Report

Executive Director Morshed reported on the meeting he attended with Members Bates and Leonard with the new Secretary of Business, Transportation and Housing Agency.

Executive Director Morshed discussed the Annual Convention of the High-Speed Ground Transportation Association coming up in June to be held in Seattle.

Executive Director Morshed discussed the workshop conducted in Fresno; the purpose was to bring together a variety of transportation professional's business community leaders and individuals interested in transportation issues.

Executive Director Morshed reported on the presentation to the Joint Committees of the Senate and Assembly Transportation committees.

Executive Director Morshed stated that on March 11th the Silicon Valley Manufactures Group has asked him and some of the members to come and address the Group regarding the status of the HSR project.

4. Authority Members Meetings for Compensation

Vice Chairman Graveline presented the List of Meetings for Compensations for approval. Chairman Tennenbaum moved to approve the list. Member Andrews seconded the motion, which carried 9-0.

5. Board of Advisors

Joann Kozberg presented the Board of Advisors program to the Authority.

6. Adoption of System Integration Plan Policies and Corridors for Consideration

Deputy Director John Barna presented to the Authority the System Integration Plan Policies for the approval of the Authority. The following policies were presented to the Authority regarding the High Speed Train System Integration:

Policy 1: The high speed train business plan shall include a spine consisting of very high speed services and a complementary high speed service network.

Policy 2: The very high speed spine shall have the following characteristics:

- A. Capable of operating speed of 200+ miles per hour.
- B. Grade separated along the entire line.

Policy 3: The high speed network shall have the following characteristics:

- A. Capable of operating speed of 100+ miles per hour.
- B. Partially grade separated.
- C. Travel time of better than automobile.
- D. Be limited to corridors where it is more cost effective than very high speed service or where very high speed line is not feasible.

Policy 4: The following high speed corridors shall be further evaluated for inclusion in the business plan:

- A. Colfax-Sacramento-Martinez-Oakland-San Jose- Gilroy (Capitol Corridor)
- B. San Luis Obispo-Santa Barbara-Oxnard-Los Angeles-Santa Ana-San Diego
- C. San Luis Obispo-Santa Barbara-Oxnard-Los Angeles-San Bernardino/Riverside-Palm Springs
- D. San Bernardino/Riverside-Orange County-San Diego, and
- E. Current San Joaquin Corridor

Policy 5: State funding for the very high speed and high speed network to be provided in the business plan shall be limited for capital improvements only. In corridors, where operating subsidies may be required to run the service, the source of operating subsidy shall be identified prior to that corridor being included in the business plan.

Policy 6: The Authority to pursue a strategy to identify federal funding opportunities for capital improvements only in both the very-high-speed and high-speed corridors.

Policy 7: The Authority work with Amtrak and the State of California to review the possibility of including the Coast Corridor from San Francisco to Los Angeles as a potential high-speed corridor for inclusion in the business plan.

Vice Chairman Graveline asked for a motion to adopt the High Speed Train System Integration Policies. Member Mills motioned to adopt. Member Leonard seconded the motion which carried as follows: Policies 1-5 adopted 9-0, Policies 6-7 adopted 8-0 (Chairman Tennenbaum was absent)

7. Ridership Revenue Forecast for the Intercity High Speed Rail Commission's Recommended System.

Dan Brand, Charles River Associates, Inc., presented Ridership Revenue Forecast for the Intercity High Speed Rail Commission's Recommended System. Mr. Brand's presentation is available upon request.

8. Presentation of Route Alignment Options to be Studied for Northern and Southern California

Kip Field, Parsons Brinkerhoff, presented the Route Alignment Options to be Studied for Northern and Southern California. Mr. Field's presentation is available upon request.